

In the Specification

NE.

On page 6, amend the paragraph at lines 158-172 as follows:

--A tire 40 that deforms significantly at the nip is referred to as a compliant tire, whereas a hard tire, which does not deform significantly at the nip, is understood to be non-compliant. As used herein, compliant means having a tendency to deform significantly in use, particularly in a roller assembly 10, while non-compliant means having a tendency to deform no more than insubstantially in use, particularly in a roller assembly. The compliant behavior can be understood by referring to Figure 2 and 3. Figure 2 depicts the tire 40 in the unloaded (concentric) state. Figure 3 depicts the tire 40 a loaded state in which the compliant core 44 is ~~elastically~~ deformed. While the sheet material 12 is not shown in Figure 3, it is clear that the contact between the tire 40 and the sheet material 12 must be at the lowest point of the drawing, since the non-compliant layer is offset upward. Figure 3 is a "snapshot" of the tire 40 in a single position of the loaded state. Clearly, as the tire 40 rotates, the compliant layer 44 will experience continual ~~elastic~~ deformation to accommodate the illustrated offset.--